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# WHAT SHALL THE LINCOLN MEMORIAL BE?

By JAMES T. McCLEARY

A PORTION OF THE AVENIDA BEIRA-MAR, A SIX-MILE BOULEVARD SKIRTING THE BAY AT RIO DE JANEIRO, BRAZIL.
(Courtesy of Hon. John Barrett, Director General, Pan American Union.)

Can anything be devised that will meet all the conditions of fitness as a memorial to Lincoln? To be fitting, this memorial must recognize and symbolize the essentials of Lincoln's life and fame. It must have about it the Lincoln atmosphere. Nothing cold or austere or merely ornamental would do as a memorial of him. His was a kindly and useful and helpful life. As the poet Markham has beautifully said of Lincoln, he had "the loving kindness of the wayside well." Lincoln was born and reared in the country and always retained something of its wholesome flavor. He always felt himself one of "the common people." His aim was to be of service to them.

Lincoln's character was unique; so should his memorial be. His life was a glorification of the lowly and the common; so should his memorial be.

After spending several months in Europe in 1905, as the special representative of the Abraham Lincoln Memorial Commission appointed by Congress, in search of ideas for this national memorial, after seeing the best memorial creations of many countries—arches, shafts, bridges, buildings, not to mention statues and other memorials—the writer returned home profoundly impressed with the idea that the finest memorial in Europe is something which was not constructed with the idea of its being a monument, but for a wholly different purpose, yet which fulfills most admirably the memorial purpose in that it perpetuates a name and an act. That impressive memorial is the Appian Way. Three hundred years before Christ, the Roman Consul Appius Claudius built a great road from Rome to Capua, which was afterward extended to Brindisi. This road, named after its builder the Via Appia, or Appian Way, was celebrated for the beautiful monuments, the magnificent temples, and the sumptuous villas that arose on either side of it. Cicero, Horace, and others were in the habit of calling this the "Queen of Roads."

The temples have fallen, the monuments have been destroyed, the villas are in ruins; but today, twenty-two centuries after Appius Claudius built it, the road is still in use, bearing the burdens of commerce and the name of its founder. What a memorial! How worthy! How enduring!

Appius Claudius was one of Rome's greatest generals; but how many now living can even name one of his victories? He was a very wise ruler; but how many now living can recount any of his civil achievements? He was one of Rome's foremost writers; but how many now living have ever read one of his many books? All of these things gave

THE APPIAN WAY, ROME, ITALY.

("The temples have fallen, the monuments have been destroyed, the villas are in ruins; but to-day, twenty-two centuries after Appius Claudius built it, the road is still bearing the burdens of commerce and the name of its founder. What a memorial!")

him temporary fame, but all failed to give him permanent fame. But he built a great highway, and who has not heard of the Appian Way?

While riding along the Appian Way the writer remembered a suggestion that he had heard but had not heeded much, that a great highway would

be the most suitable memorial to Lincoln. The more the suggestion has been thought over, however, the more significant and valuable it has become.

From the White House to Gettysburg Abraham Lincoln journeyed to deliver a speech which will be recited by school boys a thousand years from now, and which will stand as a classic as long as the English language is spoken. A broad and splendid highway, the best in the world, from the grounds of the White House to the battlefield of Gettysburg, to be called "The Lincoln Road" or "The Lincoln Way," will, in the judgment of the writer, stand the test as the most appropriate memorial that could be constructed to show our respect and affection for Abraham Lincoln.

Gettysburg is itself a memorial, eloquent of things done and of things said. Here was fought the most important battle of the greatest of wars. Here was exhibited valor unsurpassed in the annals of military prowess. The men who wore the blue and the men who wore the gray, their descendants and their countrymen, can all properly exult as Americans in the valiant deeds that were here performed. Here, too, was pronounced Lincoln's matchless speech, which "crystallized the spirit of the Republic into a paragraph."

The battlefield of Gettysburg is in the main a magnificent park, on the adornment of which over seven millions of dollars have been expended—"and the end is not yet." No one who has not seen this most richly endowed place can have any idea how wonderfully interesting and attractive it is. It is by far the finest battlefield-park in the world.

Though money has thus been generously expended in beautifying the battlefield of Gettysburg and in suitably marking its scenes of heroic deeds, it is so inaccessible that comparatively few people are able to visit it. Of all the hosts of travelers of this and other countries who visit Washington every year, not one in ten thousand ever gets to Gettysburg, though nearly all of them would like to visit this historic field.

Gettysburg lies almost due north of Washington and about seventy-two miles away, as this road would run. What a fitting memorial to Lincoln would be a noble highway, a splendid boulevard, from the White House to Gettysburg, from the

house where his record for statesmanship was achieved to the spot where he struck the highest note of human eloquence! The seventy-two miles would give sufficient length to the highway to justify its use as a national memorial. The country to be traversed offers no special engineering diffi-

THE AVENUE DES CHAMPS-ELYSÉES, PARIS.

culties. It is just about sufficiently rolling to afford fine landscape effects and to furnish opportunity for a handsome bridge here and there. The width of the road should comport with its memorial character. Let us say tentatively that the width of the entire reservation should be 200 feet.

As a suggestion, the following plan for "The Lincoln Road" is submitted:

Down the middle of the road let there be a greensward forty or fifty feet wide, a well-kept lawn resembling a beautiful carpet of velvet. To lend variety to this central line of beauty, here and there flower gardens and other decorative

features could be introduced. At intervals could be erected fountains and other monumental embellishments that might be appropriate.

On each side of this central line of beauty let there be a smooth roadway constructed according to the highest engineering standard of "good roads." One of these roadways may be reserved for swift-moving vehicles like automobiles, and the other for slow-moving vehicles like carriages and wagons.

Bordering "The Lincoln Road" on each side there should be rows of stately trees, the rows broken at points where could be obtained fine views of mountain or valley or river.

Lincoln's fame is inseparably connected with the preservation of the Union of the American States. This road would cross the Mason and Dixon line, formerly the dividing line between the North and the South. The road would, therefore, serve as a wedding ring for the sections once temporarily dissevered—as a symbol of the Union to which Lincoln dedicated his life.

Imagine a two-hours' ride in the morning over that magnificent road from Washington to Gettysburg, through beautiful Maryland and Pennsylvania, with the Blue Ridge Mountains in sight part of the way. Imagine even six to eight hours spent at the world-renowned battlefield-park, seeing Round Top and Little Round Top, Seminary Ridge and its famous Theological Seminary, Cemetery Hill and Culp's Hill, the Chambersburg Pike and the Emmetsburg Road, the Peach Orchard, the Wheat Field and Devil's Den, "High Tide at Gettysburg," and other noted spots, traversing the ground where the First Minnesota won eternal fame, and following the sweep of Pickett's wondrous charge. Imagine the visit to Gettysburg ended by standing for a time reverently where Lincoln delivered his immortal speech, at the "final resting-place for those who here gave their lives that the nation might live," and the day closed by the return trip to Washington in the evening. What a never-to-be-forgotten day that would be! Imagine such a trip being taken by hundreds of thousands of Americans every year! Can any one measure the mental and moral uplift, the exaltation of spirit, the deepening and strengthening of patriotic sentiment and devotion to public duty that would result? Would not the inspiration thus secured render it more certain that "government of the people, by the people, for the people, shall not perish from the earth"?

If it were possible to consult Abraham Lincoln himself as to the character of memorial that would be most pleasing to him, can any one doubt what his answer would be?

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This plan contemplates a fitting terminus on the battlefield of Gettysburg, and a formal architectural development at the entrance to the road, in the city of Washington, sufficiently extensive and impressive to fully meet the views of those who demand in the memorial something visible and tangible and substantial wholly within the National Capital.

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